Call with MTO

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Date: Fri, 04 Mar 2022 20:00:02 +0000

Hi Kevin and Aaron

As mentioned the other day, we reached out to MTO for a post-mortem discussion on the blockades. Here are the key takeaways:

- They are now working through regular regulatory processes with respect to the trucks involved in blockades. For example, if there were tickets laid that impact CVOR they will run the course of conviction and then would be reflected on the record.
- Under provincial EA powers they did suspend some CVORs for 7 days which will stay on the record of Ontario-based operators and that can have future implications for insurance etc.
- For out of province trucks (of which there were many) plates were seized and mailed back to the registrar of the home jurisdiction with an explanation letter. However, there is no mechanism to ensure that there would be an impact on the operator record. MTO is waiting to hear what the response from those PTs will be.

In terms of lessons learned:
- Questions raised about equity of treatment. Ontario operators appear to be facing more serious consequences than out of province. Ontario suggests we look at whether more could be done by federal government around Safety Fitness Certificate to address this.
- At provincial level, what was lacking for MTO was ability to take immediate action on misconduct (aside from temp powers under the provincial EA). The system right now only kicks in when there are convictions.

We encouraged ON to keep in touch on developments, and agreed to look at the Fitness Certificate question as well. That might be something for CCMTA to dig into.

Thanks,
Melanie